Fleet Sails For Star of India!

Celebrating the birthday of the 1863 bark Star of India, the Lynx, Californian, HMS Surprise and Medea (not shown) set sail for the Pacific Ocean on November 15th and 16th.

For every member of the volunteer/maintenance crew at the MMSD, the month of November marks the pinnacle of the year. November marks the birth month of the Star of India, and thus, the annual voyage of the Hope Diamond of sailing, as bosun George Sutherland describes it.

This year, however, as the Star of India undergoes restoration of her fo’c’s’l head, a fleet sailed nonetheless in honor of her 145th birthday. On November 15th and 16th, HMS Surprise, Californian, Medea and Pilot were joined by the privateer Lynx and the Princess Tai-Ping a traditional sailing junk visiting from Hong Kong.

To accommodate a large crew between the smaller vessels, crewmen were divided between sail crews per day among the

(Continued on Page 2)

On The ‘Tween Deck…

• Recounting the wreck of the Lawrence
• Princess Tai Ping
• Angel’s Gate Lighthouse
• MMSD Takes Shape for the Future
• Knots – The Sailor’s Coil

“In issuing this number of our bantling to the Euterpe public, we assure our friends that our pages will ever be open to open and fair criticism whether of ourselves, our friends or of those few who do not come within the latter category.” - Stead Ellis, 1879
The haunting but beautiful tones, first heard this time last year, rippled across the still water of the bay under a setting sun.

After two days of sail, the celebration of the Star of India’s 145th concluded with a pizza, beer, soda, birthday cake, very well deserved pats on the back and endless personal stories. From tea ceremonies, endless smiles, and wind-filled sail to the sound of steam whistles, gunfire and repeated cheers, the museum’s main event came to a close.

Paying passengers aboard Californian and Lynx were treated to traditional seamanship, cool winds and the echo of gunfire, accompanied by borrowed guns aboard HMS Surprise.

Medea and Pilot consistently accompanied the ships, recalled a period of history when steam was gradually taking over the reins of the ocean over sail. Aboard HMS Surprise, crew joined together musically with numerous instruments to pass the time away.

The fleet was joined by the Princess Tai Ping on the 16th, adding to the eclectic parade of history. The Princess Tai Ping was visiting the city of San Diego in the month of November, moored to the floating barge and open to visitors. The previous day, some crew members were invited to share a traditional Chinese Tea Ceremony.

As the sail came to a close, the crew, ships, and observers on the bay were treated to Kevin Carothers playing his now familiar bagpipes from the fore top of HMS Surprise. The haunting but beautiful tones, first heard this time last year, rippled across the still water of the bay under a setting sun.

No sooner had the celebration concluded than the crew were back aboard the Star of India on the following maintenance Sunday. Following repairs to the jib boom and fo’c’slehead, the Star is being restored and readied for her return next year. Following a new deck and subsequent dry-docking, the staff of the museum has every intention of sailing her for her 146th birthday.
Princess on a mission
No bigger than a bus, Princess Tai Ping crosses the Pacific and six centuries of maritime history to prove a point

Courtesy of The San Diego Union-Tribune
November 22nd 2008

There's an elegant piece of Ming Dynasty-style artwork moored at the San Diego Maritime Museum.

Don't underestimate her.

Roughly the size of a San Diego city bus, or about one-fourth of the length of the neighboring ship Star of India, the 15th century style Chinese junk Princess Tai Ping has just sailed across thousands of miles of northern Pacific Ocean and transcended six centuries of history to prove a point.

Angela Chao, the Princess Tai Ping's lone female crew member, greets visitors with tea and warm hospitality.

Living for many weeks at a time without touching land requires unusual closeness and resourcefulness, especially when replicating history is part of your mandate.

The crew members catch their own fish, and sometimes collect rainwater for washing. They use ancient methods to preserve chicken eggs and other perishables, much as their counterparts did some 600 years ago. Down time at sea is filled with watching marine life, reading, storytelling, writing, and other gadget-free activity.

There's no plumbing. A tiny enclosed privy is located aft, and it's as basic as can be. Showers and laundry are generally accomplished via buckets of seawater. The sailors demonstrated the bucket-shower technique and explained how they rig a privacy curtain – a slight departure from tradition, but essential under the circumstances.

Sleeping bunks are a tight squeeze, but the accommodations are surprisingly cozy unless a storm sloshes water below deck.

A wild storm at sea prevented their arrival in Seattle but bonded the crew even more closely. The sailors speak of huddling together in their raincoats to stay warm in such conditions, although it doesn't necessarily keep them dry.

The vessel departed Xiamen, China in April 2008, with stops in Hong Kong, Taiwan and Japan.

It took nearly 70 days to make the trip from Osaka to San Francisco. The Princess Tai Ping arrived in San Diego on Nov. 13. The next leg, from San Diego to Hawaii, is anticipated to take one month.

The ship will make a return visit to Japan and be back in Taiwan sometime in April 2009 – all dependent on the winds and currents.
New Tools For Education

Over 13,000 volunteer hours this year. You folks are amazing!!
~ Peter Durdaller, Ships Operations

Reefing Tops’ls

November 7th marks the first Californian Challenge sail to use this very special equipment. Students from Monarch must earn the privilege of firing the great gun by completing the puzzle. Participants earn puzzle pieces through developing the skills and attitude necessary to sail a ship. Lori Davis put her artistic talents to use creating this beautiful and useful tool.

~ Connie Allen, Californian Educational Coordinator

During sail training in October, the crew of HMS Surprise experienced a rare aspect of sail training in reefing tops’ls. Shown here, both the fore and main tops’ls are triple-reefed.

CREW DINNER!

The annual sail crew dinner has been tentatively set for Friday, January 30th aboard the Berkeley. The event begins at 6:30PM and ends “when the well runs dry”. Dinner and desert will be served and a hosted bar (sorry, no appetizers).

Each crew member is allowed to bring one guest. Mr. Davis has asked for RSVPs if you can attend this event. Please include whether you plan on bringing a guest.

Thank you.
Early November saw the national broadcast of "Spirits on the Water," and episode of Sci-Fi Channel's series Ghost Hunters. Featuring a paranormal investigation into the museum's longstanding folklore aboard the museum's oldest vessels.

One notable exception was the Star of India. Aboard the Star, many occurrence were not explained by any natural phenomenon. Surprisingly as well, digital audio revealed to the surprise of First Mate Jim Davis, a voice apparently threatening, "Get off my ship."

TAPS member conduct an overnight investigation on the `tween deck of the Star of India using a multitude of sensory equipment.

Jason Hawes and Grant Wilson of The Atlantic Paranormal Society, or TAPS, and their crew arrived in San Diego in the month of September. Over a two day period, the group conducted investigations on board the Star of India and Berkeley. From unexplained footsteps, to cold spots, and apparitions, the team had plenty of leads to investigate.

Staff member David Burgess discusses unseen footsteps to a nationwide audience.

One difficulty experience by the team is the fact that ships are exposed to a wealth of external elements including wave action and sea life. Although most experiences could not be completely explained away, it would seem that these would have a tendency to explain some of the various reports.

John Merrill speaks of his paranormal encounters in the salon on Star of India.

The investigation into the museum's ships are the second of note in the past 2 years. It was reported in October (Volume 3, Number 34) of Pacific Paranormal Investigations, whose investigations led to similar conclusion aboard the Star of India.

Jason Hawes and Grant Wilson reveal to Jim Davis the audio recording purporting to say, “Get off my ship.”

The episode was first broadcast in early November and can be currently seen in reruns on the Sci-Fi Channel. The Museum as a whole has received more exposure to the general public. In addition to our notable ships, its notable ghosts are now a source of its draw as a whole.
The sheets were frozen hard, and they cut the naked hand;  
The decks were like a slide, where a seaman scarce could stand;  
The wind was a nor'-wester, blowing equally off the sea;  
And cliffs and spouting breakers were the only things a-lee.

They heard the surf a-roaring before the break of day;  
But 'twas only with the peep of light we saw how ill we lay.  
We tumbled every hand on deck instanter, with a shout,  
And we gave her the maintops'l, and stood by to go about.

All day we tack'd and tack'd between the South Head and the North;  
All day we haul'd the frozen sheets, and got no further forth;  
All day as cold as charity, in bitter pain and dread,  
For very life and nature we tack'd from head to head.

We gave the South a wider berth, for there the tide-race roar'd;  
But every tack we made we brought the North Head close aboard;  
So's we saw the cliffs and houses, and the breakers running high,  
And the coastguard in his garden with his glass against his eye.

The frost was on the village roofs as white as ocean foam;  
The good red fires were burning bright in every 'longshore home;  
The windows sparkled clear, and the chimneys volley'd out;  
And I vow we sniff'd the victuals as the vessel went about.

The bells upon the church were rung with a mighty jovial cheer;  
For it's just that I should tell you how (of all days of the year)  
This day of our adversity was blessed Christmas morn,  
And the house above the coastguard's was the house where I was born.

O well I saw the pleasant room, the pleasant faces there,  
My mother's silver spectacles, my father's silver hair;  
And well I saw the firelight, like a flight of homely elves  
Go dancing round the china-plates that stand upon the shelves!

And well I knew the talk they had, the talk that was of me,  
Of the shadow on the household and the son that went to sea;  
An O the wicked fool I seem'd, in every kind of way,  
To be here and hauling frozen ropes on blessed Christmas Day.

They lit the high sea-light, and the dark began to fall.  
‘All hands to loose topgallant sails!’ I heard the captain call.  
By the Lord, she'll never stand it,’ our first mate Jackson cried.  
. . . ‘It’s the one way or the other, Mr. Jackson,’ he replied.

She stagger'd to her bearings, but the sails were new and good,  
And the ship smelts up to windward just as though she understood.  
As the winter's day was ending, in the entry of the night,  
We clear'd the needy headland, and pass’d below the light.

And they heaved a mighty breath, every soul on board but me,  
As they saw her nose again pointing handsome out to sea;  
But all that I could think of, in the darkness and the cold,  
Was just that I was leaving home and my folks were growing old.

~ Robert Louis Stevenson

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**Marinisms**

**LINSTOCK.** (boute-feu, ou baton a meche, Fr.) a staff about three feet long, having a sharp point at one end, and a sort of fork or crotch on the other; the latter serves to contain a lighted match, and, by the former, the linstock is occasionally stuck in the deck, in an upright position. It is frequently used in small vessels, in an engagement, where there is commonly one fixed between every two guns, by which the match is always kept dry and ready for firing.
Concept to Reality:  The Museum's Future Takes Shape

As December appeared quickly on the setting of the November sail, staff and volunteers eagerly immersed themselves into the new task at hand, the new year.

That new year, isn't one of tradition rather, a starting point to the long anticipated expansion of the museum. It started during the summer as the floating dock "Big Blue" finally arrived, expanding the mooring and display footage.

Small craft such as Wings, Butcher Boy and the Monterey Boats were moved from the Embarcadero to the dock in October. The dock has already hosted tall ships during the 2008 Sail Festival and longer stays by both the H.M.A.V. Bounty and privateer Lynx.

With these new avenues of visitor opportunities, crew and staff set about working on refurbishment of the aft end of the Berkeley, typically used as an extension of the machine/wood shop.

The current work simply adds to the excitement and anticipation of what come next, then next again. Work on the U.S.S. Dolphin is quickly finishing up on entry and exit ways, making ready for her arrival at the museum early in 2009.

Additionally, a new relationship with Dennis Connor and the replica of the 1851 yacht America places a new schooner at the museum temporarily beginning in January.

Sanding, painting, new ironwork aboard Berkeley are enhanced by the construction of a new gangway leading aboard the floating barge. The crew has already discovered the ongoing effort of bird droppings that may rival the continual painting and scrapping of the B-39 submarine.

The expansion of the museum is only hinted at by these developments. They provide not just more exhibit space, but a launching pad for the museum's unique effort, the "Museum Underway Initiative."

Conceptual artwork of the future MMSD illustrates the north side of the Berkeley.

Conceptual artwork becomes reality with the addition of the floating barge in Fall of 2008.
Further Reading

Randy Ashman directs John McClure in the construction of a new gangway leading from the Berkeley to the floating barge.

As reported on in November, the tops'l schooner Californian and HMS Surprise will be joined in a 3-pronged floating museum program by the San Salvador. These ships will carried aboard not only crew, but traveling exhibits and specialized educational programs, possibly as far north as San Francisco and Sacramento.

For HMS Surprise, her role will expand to not only a museum afloat, but a traditional seamanship school. Originally as HMS Rose, she was the first Class-A size Sailing School Vessel in the United States. The museum is currently making every effort to restore this unique certification.

Discussed in detail in the latest issue of Full & By, the museum's quarterly membership journal, the construction of San Salvador will occur near Spanish Landing. The construction will have public access serving as "a showcase for historic ship construction methods." This satellite museum will certainly serve to increase exposure to the public.

Volunteer Carl Carrano preps the aft end of the Berkeley for new paint.

The Summer/Fall issue of Full & By (Vol. 19 No.3) contains in-depth information on the construction of San Salvador, the Museum Underway Initiative and coverage of the 2008 Festival of Sail.

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A Fight to Save a Light
Los Angeles YC spearheads effort to preserve and restore historic Angel’s Gate.

Courtesy of The Log November 6th, 2008

SAN PEDRO -- Los Angeles Harbor’s iconic Angel’s Gate Lighthouse is much more than a venerable aid to navigation, say proponents of a new plan to restore the historic structure that marks the entrance to the Port of Los Angeles.

Angel’s Gate Lighthouse was built in 1913 at the end of a 9,250-foot rock breakwater, on a 40-foot concrete foundation off Cabrillo Beach. Designed in eye-catching Romanesque style, different from any other lighthouse in the state, this 73-foot tower was built to withstand continual punishment from rough seas and heavy weather -- and underneath its elegant exterior is a framework of sturdy structural steel.

Angel’s Gate has become a symbol of Los Angeles Harbor and a welcoming sight to millions of arriving recreational boaters, cruise ship passengers, fishermen and Navy personnel, said Barbara Wallace, historian for Los Angeles Yacht Club.

However, over its nearly 100 years of service, the lighthouse has endured tremendous storms and earthquakes, and it has gradually fallen into disrepair, leaving the structure compromised.

While it is operated and maintained by the Coast Guard, the agency’s responsibility and funding only ensures that the navigation light and foghorn will remain operative and in compliance with federal rules.

Preservation of this piece of maritime history is extremely important, -- and harbor boaters should realize that if the present structure fails, it will be replaced with a less expensive, purely functional, modern skeleton-framed structure that will likely be unattractive, Wallace said.

Because of the importance of avoiding this loss, Los Angeles Yacht Club is spearheading a project to ensure restoration of Angel’s Gate Lighthouse.

“Our is one of the biggest ports in the nation, and we want to be proud of the entrance to our harbor and show people that we take care of our heritage,” said Wallace, who created the proposal for the Angel’s Gate Lighthouse Restoration Project. “This is really the first historic landmark that people see when they come into the harbor.”

The Los Angeles YC proposal requests funding from the Port’s Aesthetic Mitigation Fund to pay for the necessary restoration, with preliminary estimates of $1.5 million to $2 million. The fund was set in place to ease any burden experienced by local boaters and residents resulting from the port’s commercial success. This lighthouse restoration project represents an ideal opportunity to use these funds in a way that benefits not only West Coast boaters, but all citizens of California, Wallace explained.

“This is the historical icon for the Port of Los Angeles,” Wallace said. “And if we take care of it, we can ensure another 100 years of service.”

For more information, visit the Los Angeles YC Web site, at www.layc.org, and click on “Support the Angel’s Gate Lighthouse.”

The Angel’s Gate lighthouse is seen towards the left as HMS Surprise entered the harbor at San Pedro in August.

Again the New Ferry Wharf Destroyer Berkeley Open War on the Piles of Her Slip.

The new ferry boat Berkeley had another set-to with her slip-piles Saturday night. She was coming in with a huge load of passengers about 8 o’clock, and on nearing the landing on this side the passengers crowded on to the forward end of the boat. This lifted the after end, hoisting the then acting rudder sufficiently out of the water to render the vessel unmanageable. She ducked her head low like an enraged bull and charged the outer point of the slip, clipping about a dozen piles off close to the water’s edge.

Courtesy of the San Francisco Call, December 5th, 1898.
A Few More Knots –
The Sailor’s Coil

The sailor’s coil (Ashley Book of Knots #3098) is a simple, secure coil for stowing down lines. It’s quickly made and withstands rough handling. It’s also convenient for coiling small stuff.

Make an ordinary right hand coil, then use the end to make a single hitch around the coil (Fig. 1). Make a second hitch on the left (Fig. 2) and tighten the hitches (Fig. 3). The completed hitch around the coil (Fig. 4) slightly resembles a clove hitch, but is actually a reversed ground line hitch.

If the coil is to be hung, the end can be left long. Sometimes it’s convenient to use a bight to make the hitches so that a loop is created (Fig. 5).

NOTE: This is optional material. It is not on the list of basic knots that Maritime Museum sailors are required to know. Before you spend any time learning this knot, make sure that you are completely confident of your ability to tie the required basic knots, which include the bowline, figure eight knot, square knot, clove hitch, two half hitches and stopper hitch. First things first!

~ David S. Clark – MMSD Volunteer Crew

Dennis Conner, Museum Offer Whale Cruises Aboard America Replica

SAN DIEGO (AP) — Dennis Conner has encountered whales while training for the America’s Cup and sailing around the world.

Now, a company co-owned by the four-time America’s Cup champion is partnering with the Maritime Museum of San Diego to offer “green” whale-watching cruises aboard a replica of the boat that gave sailing’s biggest and oldest competition its name.

The daily four-hour cruises aboard the 139-foot schooner America began Dec. 27 and run through the end of March, allowing passengers a look at gray whales as they migrate south.

“If you want to go on the water, this is a fun way to do it, because you get to ride on the America and you get to see the whales as a bonus,” Conner said.

Conner has partnered with Troy Sears in Dennis Conner’s America’s Cup Experience, which offers rides on America and two America’s Cup sloops from the 1990s.

Conner and Sears said whales don’t feel as threatened by sailboats as they might by diesel-powered boats.

“These guys have great hearing, much like dogs. If you’re out there in a sailboat that’s going along, they’re not frightened, so they come up alongside,” Conner said.

“America’s got low freeboard, so you feel like you’re right next to them -- as opposed to being up in a big power launch.”

Plus, wind power is cleaner than diesel power, Conner said.

Weekend rates are $85 for adults and $44 for children 12 and under. Weekday rates are $65 for adults and $34 for children. Prices include admission to the Maritime Museum. The cruises leave from the Maritime Museum on San Diego Bay.
**Falls of Clyde requests return of artifacts**

Distributed through the internet via news items and tall ship posts, the Friends of the *Falls of Clyde* announced a search for items removed from the *Falls of Clyde*.

**Please return our artifacts!**

Recent inspection of the *Falls of Clyde* has shown that she is missing many artifacts such as skylights and portholes. The Friends of *Falls of Clyde* is requesting that these artifacts be returned to the ship to help with her preservation and restoration.

Please contact Keven Williamson (kwilliamson@friendsoffallsofclayde.org) or Heather McGregor (hmgregor@friendsoffallsofclayde.org OR tel: 526-1559 and leave a message) if you wish to return anything.

Heather will also pick up artifacts if you leave her your address. Many thanks to the folks who have stepped up to preserve a part of the *Falls of Clyde* while she was going through difficult times.

Crewman David Litzau recently was in Hawaii and stopped by the *Falls of Clyde*. As David describes her condition, “She has had all the topmasts removed and all yards and masts are on the deck. The topside deck was in bad enough shape that I wasn't even comfortable walking on it. The hull appears to be having trouble keeping rivets.”

David had the pleasure of an unofficial tour of the *Falls of Clyde* by the name of Don, her longstanding caretaker and one-man army. “It seems he had been working on theFoC for the last 17 years and has had to watch the money, volunteers, interest, and health of the ship deteriorate to its present condition...He was clearly sad to see her go.”

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**SS Catalina is seaworthy no more**

The once-proud steamship, which ferried millions of passengers to the island town of Avalon, is being cut for scrap after sitting for years in Ensenada harbor.

The *SS Catalina* rusting away in Ensenada Harbor in 2003. The steamship was to have been converted into a tourist attraction, but the plan foundered.

By Bob Pool Courtesy of *The Los Angeles Times* January 8th 2009

In the end, the Great White Steamer was a great white elephant.

The island town of Avalon didn't want the *SS Catalina*, which for 50 glorious years ferried about 25 million people to its shores. Neither did the Port of Los Angeles, or harbors in San Diego, Vancouver and Honolulu. And, finally, neither did the Port of Ensenada.

That's why Mexican demolition workers are putting an end to a three-decade campaign to preserve the once-proud steamship by cutting the 302-foot vessel apart for scrap.

"It's just horrible, they're demolishing her as we speak," said David Engholm, who was a fan of the *Catalina* as a boy, met his wife because of the ship and finally was married on its deck nearly 20 years ago.

"We tried so hard to save her," he said. "Half of her funnel was still on the ship last month, but now it's gone. It's very sad."

Built at a cost of $1 million by onetime Catalina Island owner and chewing gum mogul William Wrigley, the *SS Catalina* plied the ocean between Wilmington and Avalon daily between 1924 and 1975.

Along with a 26-mile ocean voyage, a $2.25 round-trip ticket offered 2,200 passengers big-band orchestra music for dancing, children's entertainment by clowns and magicians, and adult amenities such as a leather settees and drinks from a shipboard bar.
Smaller, faster ferries connecting the mainland and the island eventually spelled doom for the huge steamship, known for its crisp white paint job and deep, melodious horn that announced its departure.

Its arrival in Avalon would be heralded by circling speedboats. Children would dive into the water for coins tossed over the rail by passengers as island townspeople sang to passengers walking down the 25-foot gangplanks.

"They were probably poor kids trying to make a buck," former passenger Dorothy Weil of Bel-Air recalled Monday. Although she was too young to drink at the ship's bar, there was dancing to its orchestra -- an unforgettable experience for a teenager in the 1940s.

During World War II, the 1,766-ton vessel with its twin 2,000-horsepower engines and football-field-size steel decks was used as a military transport. It carried 820,199 troops around San Francisco Bay before being returned to Los Angeles.

As it continued its island runs, the ocean cruise-like ship was designated a Los Angeles historical cultural landmark and a state historical landmark and placed on the National Register of Historic Places.

But after its retirement following its 9,807th Catalina Channel crossing, the ship passed through several hands and sat unused for two years before a Beverly Hills developer purchased it as a Valentine's Day gift for his wife at an auction. Hymie Singer's $70,000, spur-of-the-moment purchase came after the couple's 32-foot cabin cruiser sank.

Ballooning dockage fees forced Singer to move the Catalina from the San Pedro area to Newport Beach, San Diego, Santa Monica Bay and Long Beach.

A 1983 plan to rehabilitate the ship and return it to island service failed. The unmanned ship twice broke loose from its moorings off Long Beach. On the first unauthorized jaunt, it ran aground. On the second, in 1985, it nearly collided with the tanker Exxon Washington before taken into tow by a tugboat that just happened to be in the area.

When the Coast Guard announced plans to seize the ship, its owner had it towed to Mexican waters, where it was promptly confiscated.

It was later towed into the Ensenada harbor, where developers announced plans to convert the Catalina into a floating tourist attraction with shops, a restaurant and a disco after authorities released it.

That plan foundered and the ship fell into further disrepair. After its solid bronze propellers were removed as part of a governmental requirement that stripped active registration from vessels unable to move under their own power, the Catalina began to sink.

Many of those who have watched the steamship's sad decline and rusty descent into the mud of Ensenada's harbor suggest that it sank because of water that leaked in through seals used to plug the propeller openings. Others blame damage by thieves who have looted other equipment from the ship's engine room.

Engholm is a 44-year-old property manager who lives in Coos Bay, Ore. He met his wife-to-be while visiting Ensenada to see his favorite steamship's renovation into a tourist attraction. They married aboard the moored vessel in 1989.

The Engholms have salvaged some of the Catalina's original lighting fixtures, benches and cushioned seats for their home -- as well as one of its 2 1/2-ton gangplanks. They also have a huge collection of photos and other memorabilia from its ferry days.

Among David's prizes is an audiotape of the ship sounding its horn and the orchestra playing "Avalon" as it pulled out of Catalina's harbor. Engholm taped it on a small cassette recorder in 1973.

"I tried to save the pilot house. But the demolition company didn't get the word in time and tore it off the ship," Engholm said.

"I'm happy to show people the collection. If you're in Coos Bay, just give me a call. I'm listed."
The Wreck of the U.S. Brig Lawrence

THE WRECK OF THE U.S. BRIG LAWRENCE. - We have been kindly furnished by a friend who was an officer on board the Lawrence at the time of her wreck, with the following detailed description of the disaster:

"At 7 P.M. on the evening of the 25th calm. Came to an anchor on the Bar, off San Francisco, in five fathoms water, and took bearings of the entrance. The North Head bore N.E. by N.; the South Head, E.S.E.; the sea breaking all around us, and a strong current setting to the southward, keeping the vessel broadside to the sea. Two topping seas having already boarded us, there was great danger of having the decks swept.

The vessel first struck in 3 1/2 fathoms water, and in the next breaker came down with such tremendous force, that it appeared as if every seam and timer in her must have started.

Commenced heaving in chain, to change our position. At 8:30, P.M., parted the cable. We were then driven in a direction that Capt. Ottinger and myself judged to be towards the shoal water on the Bar, our intention being to get the vessel over the breakers and anchor in deep water, where we could ride in safety; but, being much closer to the shore than we judged, the ship was in the breakers, near the beach, before we could distinguish between them and those that were foaming in every direction around us. When the chain parted, the vessel's head pad off from N.W. to W. by S., and drifted directly astern, making an E. by N. course, which from the bearings, should have carried us in nearly mid-channel. The vessel first struck in 3 1/2 fathoms water, and in the next breaker came down with such tremendous force, that it appeared as if every seam and timer in her must have started. At the same time, tons of water fell upon our decks. By changing the position of the sails, the ship's head was kept toward the beach, and stern to the breakers. We then let go the bower anchor, to lighten her forward, as she was coming broadside to. The vessel then laid bows towards the land; continued to strike very heavily, and force her way through heavy combing seas towards the beach. The sea, filling the port quarter boat, carried it away from the cranes. At daylight, having driven up into 3 1/2 feet water, succeeded in getting a hawser on shore, by which we continued to heave the vessel on. Got out the launch, lowered the second cutter, and commenced getting valuable articles on shore. Two and a half feet water in the hold."

Accident to a Ship.

AUCKLAND, this day. The ship Euterpe, which left for Napier yesterday, put back to Rangitoto Reef this morning on account of an accident which happened last night. The maintopsail yard fell while being hoisted, and was broken in two. A boy belonging to the ship, who was seated on the yard, had a miraculous escape from injury.

Passing the Winter on the Island of La Posesion, on the 3rd of the month of January, 1543. Juan Rodriguez Cabrillo, captain of the said ships, departed from this life, as the result of a fall which he suffered on said island when they were there before, from which he broke an arm near the shoulder. He left as captain the chief pilot, who was one Bartolome Ferrelo, a native of the Levant. At the time of his death he emphatically charged them not to leave off exploring as much as possible of all that coast. They named the island the Isle of Juan Rodriguez. ~ Juan Paez
Crewman Steve Weigelt strikes his best “Jack Aubrey/Russell Crowe” pose aboard HMS Surprise.
**THIS MONTH...**

**December**

1897, December 3rd - The full-rigged ship *Euterpe* leaves England for the last time, destined for her infamous Hawaiian registry.

1775, December 10th - A group of British marines, sailors, and women under the command of Captain James Wallace of the *HMS Rose* raid the town of Jamestown, Rhode Island.

1871, December 23rd - The full-rigged ship *Euterpe* begins her first voyage on the New Zealand emigration routes under the ownership of Shaw, Savill.

1850, December 26th - The Campbell class revenue cutter, *C.W. Lawrence*, under the command of Alexander V. Fraser departs San Francisco, CA with orders to the Californian coast south to San Diego.

**January**

1543, January 3rd – Juan Rodriguez Cabrillo, captain of the expedition and flagship *San Salvador*, dies from complications of a broken shoulder. (Reports of the actual injury conflict from shoulder, arm and leg).

1851, January 4th - Revenue Cutter *C.W. Lawrence* enters the harbor at Avalon, Santa Catalina Island.

1864, January 9th - The full-rigged ship, *Euterpe* begins her maiden voyage for Calcutta under the command of Captain William John Storry. A collision with a Spanish brig off the coast of Wales carried away the jib-boom and she returned to Anglesey to repair. During the repairs the crew became mutinous and had to be confined to the Beaumaris Gaol.

1901, January 16th - The full-rigged ship, *Euterpe* is sold to the Alaska Packers Association.

1851, January 19th - Revenue Cutter *C.W. Lawrence* arrives in San Diego Bay, departing February 15th.

1898, January 25th - The keel laying ceremony for the steam ferry *Berkeley* took place at Bath Iron Works in San Francisco, CA.

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**From the Editor**

Typically, the end of the year marks a slow down as crew and staff recover from several months of crew training, ongoing maintenance and the culmination of the Stars'l itself. However, as the museum rapidly expands in several directions this coming year, crew continued to be busy through December. January only marks acceleration of this period.

Simply, this museum by 2010 will be quite a different creature.

The smiles, jokes, shared conversation, music and the preservation of traditional seamanship and the ships themselves will only multiply. The construction of *San Salvador* is more than just an additional ship, it’s an expansion of maritime technology that is bound to test the crew in their present skills and ability to learn new, or perhaps older, ones.

A new year means new challenges. More than one ship is expected to be dry-docked this year, pushing the staff and resources to their flexible limit. For myself, I plan to get my hands as dirty as possible.

As always, I’m sure the crew would enjoy anything you have. Photos, drawings, poetry, or even technical items can be sent this way.

As a reminder, there is a Yahoo group available at: [http://groups.yahoo.com/group/starofindia/](http://groups.yahoo.com/group/starofindia/)

If you have any thoughts, news or contributions, please send them along to euterpetimes@yahoo.com.

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